

REAL ESTATE AND BUILDING.

FINE APPLES GROW IN WEST VIRGINIA

Three Counties in Panhandle
Chief Producers.

BUSINESS BEGAN AFTER WAR

W. S. Miller Was Pioneer Fruit
Raiser in Berkeley County—Indus-
try Has Grown to Commercial
Proportions Since 1885—Apple
Show in Martinsburg This Week.

Martinsburg, W. Va., Oct. 30.—Seventy-five miles west of Washington, on the main line of the Baltimore and Ohio Railroad, lies what is known as the Eastern Panhandle of the State of West Virginia. Three counties comprise the panhandle, namely, Jefferson, Berkeley, and Morgan, and the first two lie in the Shenandoah Valley, known far and near as one of the most beautiful and fertile sections of the United States.

While this portion of West Virginia has been, and will always be, known as a rich farming country, another industry has been steadily developed for the past forty years which bids fair to overshadow all others, namely, the production of apples of the highest quality and in enormous quantities.

Berkeley County was settled by the first pioneers who crossed the Blue Ridge, and one of the first things they planted was fruit trees of the different kinds.

Colonists Planted Apples.
Some of the earliest records of the colony of Virginia, which can be seen in the county clerk's office at Martinsburg, are leases given by Lord Fairfax to his tenants, and one condition of the leases was that tenants should plant a certain number of apple trees and other fruits on the land they occupied. That these were wise provisions is proved by the large number of very old apple trees still living and bearing fruit.

But these early and subsequent plantings were intended to produce only enough apples to supply the immediate locality, and no one thought of the apple as an article of commerce.

Prior to this time a few apples were grown and sold in local markets, being handled in a crude manner—hailed loose in wagons and sold from door to door.

Up to that time the acreage devoted to any one orchard rarely exceeded an acre or two, and the great majority of land owners looked with disfavor on larger plantings.

A few men had foresight enough to plant apple orchards and grow the fruit and sell in a commercial way.

Orchards Started in 1865.
One of the first—probably the first—orchard of any size was planted by the late Jonathan Thatcher on what is now known as the Thatcher Homestead Farm, in Berkeley County, in the year 1865. A number of varieties were planted so as to have apples the entire season. The greater part of this block of 500 trees are living and bearing profitably. This fruit until recent years was all sold in Martinsburg and other nearby markets.

The man who is known as the pioneer fruit grower of West Virginia, the late W. S. Miller, of Berkeley County, was responsible more than any one else for the development of orcharding in this county. Mr. Miller grew all kinds of fruit trees and brought them into bearing. He made a lifelong study of the business, and the experience thus gained and given by him to beginners was of incalculable value. Four of his sons are in the same business and own the largest acreage of apple and peach orchards in the State.

Cold Storage Helps Industry.
The perfecting of the cold storage system for keeping apples gave a greater impetus to the industry than anything else. This enabled the buyers to hold the crop and put it on the market gradually so as not to overstock at any time and cause a slump in prices.

This enabled the wholesale buyers to pay more for fruit, and large profits were realized by the having bearing orchards. This in turn stimulated the planting of orchards. More attention was paid to varieties of apples than before, and those which were of good quality and profitable bearing were planted.

Running through the length of Berkeley County, about one mile from Little North Mountain and parallel to it, is an elevated ridge of land known from early times as Apple Pie Ridge, so named from the fact that the apple attains its highest state of perfection when grown there. The soil is a fine sand shale with rich clay subsoil. Practically all of this land, twenty miles long, extending into Virginia, and one mile wide, is planted in apple orchards.

One Variety Produced There.
Although not generally known, West Virginia is the home of one of the best apples grown, namely, the Grimes Golden, the parent tree of which grew up as a seedling in Brooke County, Va. (now West Virginia), on the Ohio River, and on land owned by Thomas Grimes, from whom the apple derived its name.

This variety, conceded by expert pomologists to be one of the highest quality, attains its greatest perfection when grown on Apple Pie Ridge.

The standard commercial apple grown here is the York Imperial. The Rome Beauty, Ben Davis, Winesap, M. B. Twig, and others are also grown.

The planting of apple orchards in Berkeley County began in earnest about 1880. Up to this time little attention had been paid to orchard pests and diseases of fruit trees. Spraying was practically unheard of. However, nature, whether wisely or not, has inflicted a number of insect pests and diseases of fruit trees upon the apple grower. The Department of Agriculture at Washington and the State experiment station have been of great service in teaching us how to fight and control these pests.

Win Fight with Insects.
The result has been that, while discouraged at times, we have won out over the "bugs." To the novice it would appear that continued planting of trees would surely result in overproduction. This will not occur, for several reasons. The demand for good apples increases

CORNER HOUSE SOLD.

Lovett Property at Eleventh and M
Streets Brings \$9,500.

The three-story brick dwelling at 1248 Eleventh street northwest, at the southwest corner of Eleventh and M streets, has been sold for Mrs. Louisa D. Lovett, of Philadelphia, to a Washington business man, who will hold the property as an investment.

The house has twelve rooms and bath and is heated by furnace. It occupies a lot 20 feet front by a depth approximately of 110 feet. It is understood that in the neighborhood of \$9,500 was paid for the property.

The sale was made by Willing, Gibbs & Daniel in conjunction with Ellison & Wemple and the Swartzell, Rheem & Hensley Company.

TRUCK IN VIRGINIA

Subject of Institute Lecture
in River Counties.

FARMERS TAKE AN INTEREST

Commissioner Kolner Goes to Land-
ings in Steamer and Holds Meet-
ings—Vegetable and Fruit Rais-
ing Increases 500 Per Cent in Ten Years.
State Shows Great Progress.

G. W. Kolner, commissioner of agriculture and immigration of the State of Virginia, conducted a series of farmers' institutes last week at various points along the lower Potomac and Rappahannock rivers. The commissioner used one of the river steamers, which was temporarily fitted for the purpose. The steamer made several landings in the territory named, and by previous notice the farmers near the landings gathered to listen to lectures and demonstrations conducted by the commissioner and others.

Mr. Kolner writes from Richmond, since his return from the trip, that it was as successful as it could well be. The attendance at different points was all the steamer would accommodate, and Mr. Kolner says the farmers exhibited intense interest in the subjects discussed.

The general subject of the lectures was "Trucking," to which the farmers of the Tidewater counties of the State are turning attention.

With reference to the work in general, Commissioner Kolner writes to The Washington Herald:

Truck Interest Broadens.
"I am broadening the trucking interest in Virginia, and the results are showing up very satisfactorily. During my term of office—ten years—the trucking industry has increased in the State 500 per cent. This year the value of these crops in Virginia will be \$15,000,000. These industries stimulate interest among the farmers, and in addition to the information given by the lecturers, I enroll them in the State department mailing list and send them bulletins from time to time.

"The agricultural development of Virginia is increasing steadily from year to year. The value of the corn crop in ten years has increased from \$15,000,000 to \$25,000,000 annually. The average yield of corn to the acre has increased nine bushels. Last year the average was twenty-six bushels an acre, and I do not want to let up on better corn growing in Virginia until we get an average of thirty-five bushels an acre.

Fruit Growing Increases.
"The fruit industry has increased wonderfully. The value of crops from orchards in many instances runs from \$5,000 to \$10,000 each. The crop from one orchard this year sold for \$15,000.

"The alfalfa hay crop from one farm this year will bring \$10,000, yielding 1,200 tons of alfalfa hay finely cured. The largest potato crop in the State this year brought \$20,000. One farmer raised 50,000 bushels of corn this year, and another farmer's tobacco crop brought \$15,000.

"Lands are increasing in value in Virginia, and in many sections have doubled in value in the last five or six years."

WALLACE HOUSE SOLD.

Twelfth Street Property Bought by
Mrs. A. C. Mott for \$17,500.

The three-story and basement brownstone residence at 1124 Twelfth street northwest, on the west side of that thoroughfare, just north of Ascension Church, has been sold for Mrs. Ella Victoria Wallace for \$17,500. This house, which is one of the most attractive in the Massachusetts avenue section, has fourteen rooms, three tiled baths, and is heated by hot-water systems.

The house has an attractive exterior design, with circular bay-window and massive corrugated tiled roof. It occupies a lot 33 feet front by a depth of 105 feet, the building covering almost the entire ground space.

The house was purchased by Mrs. A. C. Mott, who will hold the property as an investment.

The sale was made through the offices of Willing, Gibbs & Daniel.

Promotions in B. & O. Service.
James B. Scott, New England passenger agent of the Baltimore and Ohio Railroad, at Boston, has been promoted to the vacancy in New York occasioned by the death of Assistant General Passenger Agent Lyman McCarthy. Mr. Scott's title being general Eastern passenger agent.

The Boston vacancy H. B. Farout, city passenger agent in New York, has been promoted. Both appointments are effective November 1. Mr. Scott has been in the Baltimore and Ohio service for twenty-three years and Mr. Farout twenty-two years.

Columbia Heights House Sold.
Shannon & Luchs report the sale of the residence at 2659 Fourteenth street northwest to Herbert F. L. Allen, who will occupy the property as his residence. It is a corner house, containing ten rooms and two baths, and is heated by hot water. The consideration was \$5,000. It was built by Harry Wardman from plans prepared by A. H. Beers.

A number of oil motor boats ordered from the Osaka Iron Works by the registry general in Korea have been completed and are ready to be sent to Korea to be fitted with guns. The boats are to be used to guard the Korean coast.

SCENE IN WEST VIRGINIA ORCHARD.



Packing fruit, raised on "Apple Pie Ridge," for shipment to Eastern and Southern Markets.

DUVAL COUNTY VOTES BONDS

Overwhelming Victory for Good
Roads Down in Florida.

Voters Authorize Issue of \$1,000,000
in Securities for the
Purpose.

Jacksonville, Fla., Oct. 29.—By an overwhelming vote the cause of good roads and public improvement has gained a triumphant victory in Duval County. Although the voters are not in from all of the smaller county precincts, it is certain that the vote was at least three to one in favor of the \$1,000,000 bond issue for the improvement of the highways of the county.

The carrying of this election marks a new era in the growth and prosperity of Duval County. The county commissioners have already agreed to use nothing but brick or some equally durable material for the work upon which the money will be expended. This will insure the permanency of the improvements to be made. The entire million dollars will go into the building of roads throughout the county, as the bond trustees have shown their public spirit by agreeing to serve free of charge to the county. This alone means a saving of \$20,000.

The opposition was very slight, and especially was this the case in the country districts. In Jacksonville the vote stood 67 for bonds and 269 against. At Baldwin it was 22 for and only 1 against. South Jacksonville cast 65 for the issue against 30 opposing it. At Moncrief the vote was 14 to 5, at Panama 51 to 8, at Duval 14 to 1, and at Mayport 24 to 4.

The big bond issue will place Duval in the lead of the counties of the State. It will provide the county with a system of good roads that will be a most important factor in developing the remotest country precinct of the county within a few years' time. The growth and development of the county will be as phenomenal as has been the growth of Jacksonville in recent years. The carrying of the issue is also expected to set an example that will arouse enthusiasm in neighboring and other counties of the State, thus encouraging them to also join in the movement for the permanent improvement of their roads.

Animals in British Honduras.
The latest estimate of domestic animals in British Honduras is as follows:

Horses, 363; horned cattle, 2,290; and probably not over 100 sheep or goats.

EMPTY ACRES AWAIT SETTLERS.

In view of the increasing depression in the rural and Lancashire districts of the British Isles, conditions which have been investigated by a royal commission and reported upon with genuine alarm, a paper will be read and discussed at the Southern Commercial Congress, December 6 and 7, on "Opportunity for Southern Propaganda in the British Isles." The paper will be prepared by Thomas L. Field, of London, a Virginian by birth, resident in England in connection with varied shipping interests.

Additional subjects to be considered during the Congress, "Neglected agricultural opportunities in the South," "Manufacturing opportunities in the South," and "Colonization opportunities in the South," will all have relation to the one subject of attracting to the South elements of population that will strengthen rather than tear down the civilization of which the South is justly proud.

The committee of arrangements, at the headquarters of the Congress in Washington, is already in receipt of letters from owners of large plantations and real estate men relative to lands that could be grouped for colonization purposes; and it is hoped that a safe working plan will be evolved from the proceedings of the Congress.

Vacant Land in the Southern States.

State.	Total acreage.	Improved.
Alabama	33,815,550	8,654,491
Arkansas	32,618,000	6,938,735
Florida	35,110,040	1,511,633
Georgia	37,594,000	10,615,614
Kentucky	25,715,840	13,741,368
Louisiana	29,661,760	4,666,532
Maryland	6,362,240	3,516,352
Mississippi	29,671,680	7,594,428
Missouri	43,985,280	22,900,043
North Carolina	31,193,800	8,327,106
Oklahoma	44,424,960	5,511,394
South Carolina	25,918,960	5,775,741
Tennessee	26,679,680	10,245,560
Texas	167,033,720	19,576,076
Virginia	26,767,680	10,094,805
West Virginia	15,374,080	5,498,581
	612,096,920	145,185,599

The above figures show that less than one-quarter of the land area of the South is serving agricultural purposes, yet the distribution of rainfall, the steady temperature, the long growing seasons, the varieties of soil, promise pre-eminence to the South in agriculture when science and brain united to produce the result. Iowa has 36 per cent of its farm area improved, according to the census of 1900.

BUYS ADDITIONAL LAND.

O. P. Austin Increases Space About
Home in Cleveland Park.

O. P. Austin, of 1639 Massachusetts avenue, has added 3,500 square feet to the Cleveland Park property recently purchased by him for use as a summer residence. The additional ground gives to the property an area of about 15,000 square feet, with a frontage of seventy feet on Newark street, sixty feet on Highland avenue, and 200 feet on Thirty-third place.

The property is improved with a substantial residence and garage, and a plentiful supply of fruit, shade, and ornamental trees and shrubbery.

ROAD ENGINEERS WILL MEET

Convention Will Be Called Soon in
West Virginia.

State Commissioner Light Desires
Gathering to Discuss the
Local Problems.

Martinsburg, W. Va., Oct. 30.—State Road Commissioner Charles P. Light is laying plans for a meeting of the county road engineers of each of the fifty-five counties of the State at some convenient point, and it is rumored that Clarksburg or Parkersburg will be selected.

The new road law enacted by the last legislature makes many changes in the work of building and keeping in repair the roads throughout the State that will require thoughtful consideration, especially by those who are entrusted with the responsibility of improving the road system of the State.

The changes in the law are not very well understood by the people, and the road surveyors now in charge of the various districts of the counties are at sea as to their duties.

Under the new law the construction and maintenance of the roads will be under the supervision of the county court and the county road engineer. The county court may appoint a superintendent for each district, who shall, under the direction of the county court and the county road engineer, devote his entire time and attention to the work, or so much as the county court may direct, and shall receive as compensation for his services not less than \$2 per day, or the prevailing wages of his county for such work, to be determined by the county court.

TOWN IS ONLY A YEAR OLD

Altavista, Va., Came Into Being
Like a Mushroom.

Railroad Contractors Find Pretty
Site and Proceed to Found
a City.

An example of what enterprise will do is shown by the progress of the new town of Altavista, Va., on the Southern Railway, eighteen miles south of Lynchburg, where it is crossed by the new Virginia Railway. This town existed in the summer of 1908 only in the minds of Lane Brothers & Co., the railroad contractors, who are its founders. That firm had the contract for building the new double track of the Southern south of Lynchburg, and the lead of the firm, while on this work, saw the opportunity for building a town and the excellent location existing.

From 1,000 to 1,200 acres of land were purchased, of which 167 have since been laid off into town lots, streets, parks, and factory sites. The survey for Altavista was made in August, 1908. At that time there was an old dwelling in the present town site. To-day there are 100 buildings or more, a 33-room hotel, a bank structure and bank, factories in operation, two railroad depots, two tobacco warehouses, macadamized streets and concrete sidewalks, electric lights, water works, and a good sewerage system, with a number of lovely homes already occupied.

The population is, at the end of the first year's existence, about 800, of whom nearly 200 are employed in the industrial plants in operation. These include a foundry and machine shop, and the machine shops and general repair plant of Lane Brothers & Co., where cars are built, locomotives repaired, &c.

Altavista is in the heart of a good farming country, a large producer of tobacco, and a good stock raising, fruit and grain growing region, and the people of the place are laying plans to make it the outlet for a large territory. Already a mile of improved road has been constructed beyond the town limits to a connection with a country road, a bridge is building across the Staunton river to tap an extensive region to the east, and the question of improved county highways reaching out from the place is discussed.

The two tobacco warehouses are ready for this year's crop, and a tobacco factory is started. The beginning of the crop, and undoubtedly an important new market will be created, drawing from a territory extending east and west for fifteen to eighteen miles, and competing with Lynchburg and other markets for a considerable trade.

Already nearly every branch of the mercantile business is represented, and even one wholesale house has been established. Quite a large area has been set aside for factory sites, and special efforts are to be made to make the town an important one industrially.

GROUNDPEAS IN NORTHWEST.

They Promise Great Results on Non-
Irrigated Land.

Spokane, Wash., Oct. 30.—Growing field peas will become a profitable industry in Eastern Washington and other parts of the Northwest, if the crop made by the United States experiment station at the State College of Washington, at Pullman, is any encouragement. The yield amounted to 74 an acre.

The college farm had fifteen acres in peas, sown broadcast, which gave an average yield of thirty-seven bushels, and sold for \$2 a bushel. The Department of Agriculture had 125 plots, each a rod square, and none went under thirty-five bushels, while the majority was over fifty bushels.

Officials at the farm say that peas are easy to raise, adding that the soil in the Palouse country appears to be especially adapted to the vegetable. The crop was raised on nonirrigated land.

Out of Receivers' Hands.
Payetteville, Oct. 30.—As collateral, \$50,000 has been raised on bonds of the Payetteville Consolidated Power and Street Railway Company, which was some months ago placed in the hands of a receiver by Judge Lyon, and as this amount is more than sufficient to liquidate all indebtedness, application will be at once made to Judge Lyon to restore it to its proper basis. Receiver W. D. McNeill will be reinstated to the position as president and the road will be at once extended as far east as the new Cape Fear river bridge.

CADETS WILL BE USHERS.

Assignment from Business High
to Act as Commercial Congress.

One of the interesting features of the coming Southern Commercial Congress in this city will be assignments of several cadets from the Business High School to act as ushers at the sessions of the congress. An assignment will be made to each session from the several companies, largely from the commissioned and noncommissioned officers.

One of the objects of the committee in bringing the high school cadets into touch with the active business men of the South is to give the high school students an opportunity to hear about some of the chances which the South offers to young men of brains and ability.

ROAD HAS SURPLUS

Seaboard Earns 3 Per Cent on
Preferred Stock.

RECEIVERS CLOSING REIGN

They Will Be Able to Restore Property
to Directorate with Credit of
\$67,842—General Manager Hix Will
Take Over the Property at Mid-
night on November 4.

Baltimore, Oct. 30.—An increase of more than 145 per cent in gross earnings and an increase of 33 per cent in net, applicable to interest charges are the most striking features of the September statement of operations of the Seaboard Air Line Railway.

This is the last statement that will be given out by Receivers S. Davies Warfield, R. Lancaster Williams, and E. C. Duncan, as the system will be restored to the directorate of the company at midnight on November 4. It is a fitting climax to their work, as it is also indicative of the prosperous conditions in the Southeast.

Net earnings applicable to interest for the month amounted to \$46,068.27, and compulsory fixed interest charges under the reorganization amount to \$24,669. Interest on the \$25,000,000 adjustment 5 per cent bonds calls for \$104,166, leaving a surplus of \$7,233, which is at the rate of more than 3 per cent on the company's \$23,000,000 of preferred stock.

Data Covers Main Line.
The figures given are for the Seaboard Air Line proper and do not include the Old Bay Line and other subsidiaries, the returns of which will be given materially to the September showing of the Seaboard. The statement in detail follows:

	1909.	1908.
Freight	\$20,236,250	\$20,104,120
Passenger	23,136,300	22,128,220
Mail	28,412,721	28,412,721
Transportation expenses	42,967,713	42,967,713
Other transportation	30,724,615	30,724,615
Taxes	5,500,000	5,500,000
Total	\$142,976,599	\$140,837,489

Expenses.
Maintenance of way and structures \$10,300,000
Maintenance of equipment \$10,300,000
General expenses \$4,200,000
Total \$24,800,000

Operating income.
Operating income \$118,176,599
Percentage of operating expenses to revenue 21.02

The designation of General Manager Hix as the representative of the directorate of the Seaboard Air Line Railway to receive and receipt for the physical properties of the company when they are turned over by the receivers on November 4 gives satisfaction in local financial circles.

A Competent Official.
Mr. Hix is regarded as one of the most competent operating officials in the South, and especially valuable to the Seaboard because of his familiarity with its affairs and knowledge of conditions in the territory in which it operates.

The Seaboard will begin its new career stronger financially and in better condition physically than ever before. The receivers have demonstrated what the system can do, and the new management will know if the new management will profit by the policies pursued in the last two years or will follow the old order of things which brought about the company's embarrassment.

Next to the lifting of the receivership, greatest interest centers in the selection of a president and other officers. This matter has been entrusted to a committee of members of the stockholders, who have been named. It is likely the selections will be made in time for submission to the board of directors on November 11.

GEORGIA SOUTHERN GAINS.

Its Earnings Reflect Vast Increase
in Transportation This Year.

In line with the improvement exhibited by the Southern Railway in the last year is the showing of one of its controlled lines, the Georgia Southern and Florida Railway.

While in the previous year this road earned only a small margin over the preferred dividends it pays in 1909, it had a balance equivalent to 2 1/2 per cent on the common stock, which is not now on a dividend basis.

The Georgia Southern and Florida operates a line 135 miles long from Macon, Ga., to Palatka, near St. Augustine, on the Florida coast. It runs through a good timber region and depends to a considerable extent on its lumber trade. It has outstanding \$38,000 of first preferred stock, \$1,084,000 of second preferred and \$2,000,000 of common. Of this the Southern owns \$177,000 of the first preferred, \$206,000 of the second preferred, and \$1,697,000 of the common. Each of the preferred issues pays 5 per cent per annum.

On gross earnings last year of slightly over \$2,000,000 the Georgia Southern and Florida had a total income before charges of \$485,230. Interest on its bonds and equipment obligations called for \$23,847, leaving a balance of \$456,383 for the stock. In the previous year the balance for dividends was only \$109,297 on practically the same amount of business.

After paying the preferred dividends there remained a surplus for the common stock of \$111,857, or 5 1/2 per cent, this year, as compared with \$20,367 in 1908. There remained a credit to the profit and loss account at the end of the year of \$718,553.

Germany has 3,000,000 trained soldiers.

COMMERCE AND INDUSTRY.

BARRIERS REMOVED FROM NORTHEAST

Street Car Service Relieves
a Hopeless Situation.

STEAM ROAD TRACKS VANISH

Increase in Real Estate Values and
Building Activity Will Naturally
Follow Improvements of Last Five
Years—Region Well Served by the
New System of Transit.

Two things have happened to Northeast Washington within five years which will greatly change its prospects. By Northeast Washington is meant more particularly that portion of the city within the old boundaries and immediately contiguous to them.

Before the construction of the new railroad terminals and the removal of the railroad tracks in Delaware avenue and I street, the northeast section was isolated, and improvement of the entire section was handicapped by the barrier which the railroad tracks interposed. By the removal of that barrier the vacant and unimproved land that territory was opened up to the rest of the city, and within three years building activity has been notably rapid all through the northeast.

Gets Street Cars at Last.

Two months ago the extensions of the Capital Traction Company's electric railroad gave to the section covered by Florida and New Jersey avenues much needed street car communication. One week ago the further extension of this line down Florida avenue, and through Eighth street, across the city to the navy yard, has added further to these excellent street facilities.

This means growth to the northeast for which it has waited long. While the great northwest has been provided with good transit facilities, the northeast has had none north of H street, and east of North Capitol except the line to Eckington. While other parts of the district had open communication with the city, the region in question was hid in a corner by the steam railroad barrier, and it was useless to build houses, for they would not sell. No one cared to live out there in an isolated territory from which it was as much to be got to the downtown section as to across the continent to San Francisco.

Has Good Car Service.
The new car facilities give to the northeast portion of Washington as good car service as that part of the rest of the city. Now its prospects are assured, and it may be assumed that the sale of lots and the erection of new buildings will be given an impetus in that quarter which will in a few years cover the vacant spaces which 400 years have been a common in the northeast.

The line of street cars last put into operation runs in a loop from the car barns at the foot of Seventh street southwest. The route is from the car barn up Seventh street to Florida avenue, thence to Eighth street northeast, and down Eighth street to the navy yard gate. The entire trip takes forty-five minutes.

There are sixteen cars in operation on the new line.

Another new line is the extension of the Fourteenth street line east from the Union Station plaza on East Eighth street, along California street and F street northeast. A six-minute schedule is in operation on this line.

GEAR PLANT TRANSFERRED.

Symington Company Buys Farlow
Concern in Baltimore.

Baltimore, Oct. 30.—The board of directors of the Farlow Draft Gear Company has concluded a deal for the sale of the corporation to the T. H. Symington Company, and the stockholders of the former at a special meeting ratified the transaction.